

Message Text

LIMITED OFFICIAL USE

PAGE 01 LONDON 10097 081044Z

21

ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOT-00 INR-11 NSAE-00 RSC-01 FAA-00 L-03 SS-20 NSC-07

DRC-01 /089 W

----- 003503

P 081033Z AUG 74

FM AMEMBASSY LONDON

TO SECSTATE WASHDC PRIORITY 2872

LIMITED OFFICIAL USE LONDON 10097

E.O. 11652: N/A

TAGS: EAIR, UK

SUBJ: CIVAIR - SEABOARD 747 SCHEDULE

REF: STATE 171372

1. DEPUTY SECRETARY HUBBACK AND UNDER SECRETARY ROGERS, BOTH ON HOLIDAY. IN THEIR ABSENCE WE MET AFTERNOON AUGUST 7 WITH OWEN KEMMIS, ASSISTANT SECRETARY AND IAN BROWN, PRINCIPAL OFFICER, INTERNATIONAL CIVAIR DIVISION, DEPARTMENT OF TRADE (DOT) TO DISCUSS SEABOARD'S 747 SCHEDULE. WE ARGUED FOR REVERSAL DOT RESTRICTIVE INTERPRETATION USING POINTS CONTAINED REFTEL BUT FOUND KEMMIS AND BROWN TO BE ADAMANT.

2. BRITISH OFFICIALS REJECTED ARGUMENT THAT LANGUAGE OF ATTACHMENT 5 NOT INTENDED TO COVER CARGO TRAFFIC. THEY ARGUED LANGUAGE READS "TRAFFIC" NOT "PASSENGER TRAFFIC" AND, ALTHOUGH THEY ACKNOWLEDGED THAT ATTACHMENT 5 APPLIES TO ROUTES OTHER THAN ROUTE 2, THEY MAINTAINED THAT FACT THAT BLIND SECTOR RESTRICTION RELATES SPECIFICALLY TO A CARGO AND MAIL ONLY ROUTE STRENGTHENS THEIR CONTENTION THAT ATTACHMENT APPLIES BOTH TO PASSENGER AND CARGO TRAFFIC.

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 LONDON 10097 081044Z

3. AS TO NATURE OF CARGO ABOARD AIRCRAFT, BRITISH

ARGUED THAT WE CANNOT HAVE IT BOTH WAYS: IF CARGO IS TO BE REGARDED AS TRANSIT TRAFFIC THEN SEABOARD IS SERVING PARIS AS AN INTERMEDIATE POINT BETWEEN NEW YORK AND LONDON WHICH IS CONTRARY TO ROUTE DESCRIPTION; ON OTHER HAND, IF, IN ORDER TO STAY WITHIN ROUTE DESCRIPTION, FLIGHT ORIGINATES IN PARIS (WHEN FLIGHT NUMBER CHANGES) THEN TRAFFIC ABOARD MUST ALSO BE REGARDED AS ORIGINATING PARIS AND THEREFORE CANNOT BE OFF-LOADED AT LONDON.

4. BRITISH UNIMPRESSED BY ARGUMENT THAT SEABOARD'S PROPOSED ROUTING INCREASES AIRCRAFT'S EFFICIENCY. THEY MAINTAIN AIRLINE MUST OPERATE WITHIN TERMS OF AGREEMENT. THEY ADMITTED THEY ARE CONCERNED ABOUT CARGO CAPACITY BUT THEY ARGUED, CAPACITY IS SEPARATE MATTER AND IMMEDIATE ISSUE IS TO ENSURE THAT AIRLINE OPERATING WITHIN TERMS OF AGREEMENT.

5. WE POINTED OUT THAT SEABOARD HAD OPERATED SIMILAR SERVICE IN REVERSE DIRECTION FOR SEVERAL YEARS WITHOUT ANY OBJECTION FROM BRITISH. THEY APPEARED SURPRISED AND SAID THEY HAD NOT BEEN PREVIOUSLY AWARE OF THIS BUT HAD THEY KNOWN THEY WOULD HAVE DISAPPROVED THE SERVICE.

6. KEMMIS AND BROWN WERE CLEARLY SOMEWHAT EMBARRASSED THAT THEY HAD NOT ALERTED US TO SEABOARD PROBLEM DURING TALKS JULY 31 AND AUGUST 1 BUT THEY ARGUED (A BIT LAMELY) THAT TALKS WERE GENERAL IN NATURE AND NOT DESIGNED TO ADDRESS SPECIFIC PROBLEMS. THEY THEN NAMED A NUMBER OF PROBLEMS WHICH HAD NOT EVEN BEEN RAISED DURING TALKS, INCLUDING LAKER, BCAL, CAPACITY, BEHIND-THE-GATEWAY, FIFTH FREEDOM CARRIAGE BY US AIRLINES, CHARTERS, IMBALANCE IN EARNINGS UNDER AGREEMENT, ETC. WE GAINED CLEAR IMPRESSION FROM THESE AND OTHER REMARKS MADE DURING DISCUSSION THAT BRITISH WANTED US TO BE SURE TO UNDERSTAND THAT THEY ARE NOT HAPPY WITH CURRENT STATE OF BILATERAL AVIATION RELATIONS AND THEREFORE NOT REPEAT NOT DISPOSED TO DO US ANY FAVORS AT THIS TIME.

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 LONDON 10097 081044Z

7. BRITISH DID NOT GIVE US FINAL NEGATIVE RESPONSE TO OUR REPRESENTATIONS, SAYING INSTEAD THEY WOULD CONSIDER THEM OVERNIGHT AND GIVE US ANSWER AUGUST 8. NOTHING THEY SAID, HOWEVER, WOULD CAUSE US TO HOLD OUT MUCH HOPE THAT THEIR ANSWER WOULD BE ANYTHING OTHER THAN UNFAVORABLE.

SOHM

LIMITED OFFICIAL USE

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, AIR SCHEDULES, AIR ROUTES, AVIATION REGULATIONS, NEGOTIATIONS
Control Number: n/a
Copy: SINGLE
Draft Date: 08 AUG 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: cunninfx
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974LONDON10097
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D740216-1161
From: LONDON
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19740864/aaaacdde.tel
Line Count: 114
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: STATE 171372
Review Action: RELEASED, APPROVED
Review Authority: cunninfx
Review Comment: n/a
Review Content Flags:
Review Date: 24 APR 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <24 APR 2002 by martinml>; APPROVED <27 FEB 2003 by cunninfx>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR - SEABOARD 747 SCHEDULE
TAGS: EAIR, UK, US
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005